

# **MOTOR RACING**

and  
**ECONOMY CAR NEWS**

7th Year—No. 6—Los Angeles, Calif.

JAN. 19-26, 1962

(Published bi-weekly except last issue of calendar year)

25¢

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Cal Club Riverside Races**



HERE ARE some of the greats of a bygone day in the world of road racing, some killed behind the wheel of formula machines and some still as active as ever in the sport. The scene is the Venezuelan Grand Prix at Caracas in 1956, and it is one of the many races recalled by Juan Manuel Fangio in his book, MY TWENTY YEARS OF RACING, which is reviewed in this issue of MOTORACING. From left to right: Fangio

of Argentina, five-time world's champion; the late Marquis Alfonso de Portago of Spain, the late Harry Schell, an American who lived in Paris; Da Silva Ramos of Brazil, Porfirio Rubirosa, the ex-Dominican Republic driver-playboy (partly hidden); Piero Carini of Italy (facing away from camera), Joakim Bonnier of Sweden, and Stirling Moss of Great Britain.



# \$40,000 Baja Calif. Road Race Planned for May 5

BY GUS V. VIGNOLLE  
Editor of MOTORACING  
Shades of one of the most famous true road races in the world--la Panamericana in Mexico!

A big transpeninsula road race in Baja, Calif., from San Felipe to Ensenada and with an estimated purse of \$40,000 (US), is planned for next May 5, a national holiday in Mexico.

Only official approval from the Federal district, authorizing closing of the roads, is needed to make it definite.

Approval is expected momentarily since proceeds of the race go to the pet charity of Sra. Adolfo Lopez Mateos, wife of the President of Mexico. Funds are sought to provide breakfasts for all underprivileged children in the Republic of Mexico before they leave for school.

At this writing, Ing. Eligio Esquivel Mendez, governor of the

state of Baja Calif., is meeting with the President and other Federal officials, including Sr. Gilberto Valenzuela, director of public works.

The race will be approximately 300 miles in three stages, starting from San Felipe on the east coast of the peninsula, heading north to Mexicali, west to Tijuana and south to Ensenada, the terminal point.

Tentative plans call for three basic classes --- sports cars, stocks and compacts. As in the famous Mexican road race, the sports class will be for under and over 1500cc cars; large, special series and European stock cars, and compacts (also probably in classes).

The Mexican road race, the fifth and last of which was held in 1954, was from Tuxtla Gutierrez in the state of Chiapas, through four stages to Ciudad



Juarez in the state of Chihuahua, and covered 1908 miles.

The proposed race will start at San Felipe at 8 a.m. and proceed 124 miles north to Mexicali, with a 40-minute stop prior to reaching the latter town, which actually will be bypassed in the interest of safety. The next leg is 118 miles to Tijuana through the town of Tecate.

Another 40-minute stop is planned before Tijuana and this town also will be bypassed. The last leg will be a hairy one of 62 miles from Tijuana to Ensenada. It is estimated the sports cars will finish at 1:30 p.m., the stocks about an hour later, and the compacts still another hour later.

Organizers plan for an entry of 100 sports cars in all classes. Proposed entry fees are \$200 (US) for sports, \$150 for stocks, and \$100 for compacts.

President of the Organizing Committee is Governor Esquivel Mendez, and the vice-president is Sr. Mario Rincon Espinosa, general manager of Mexicali's TV Station, who divulged plans of the road race to MOTORACING.

Cash for the prize fund and operational expenses will be realized from the sale of television and radio rights to United States

interests, plus funds derived from a major oil company for exclusive use of its gas, oil and lubrication products.

Additionally, thousands of bleacher seats will be installed on the outskirts of San Felipe, Mexicali and Tijuana and through the town of Tecate and the terminal point of Ensenada.

Arrangements are now under way to secure an FIA sanction.

The sponsoring Automobile Assn. of Baja Calif. is headed by the vice-president of the Organizing Committee, Sr. Rincon, who said he is confident the race should realize from four to five million pesos (\$320,000 to \$420,000US).

Complete rules and regulations are now being drawn up. There will be starting money to the world's top road racing drivers. For further information, write to MOTORACING, P.O. Box 392, Culver City, Calif.

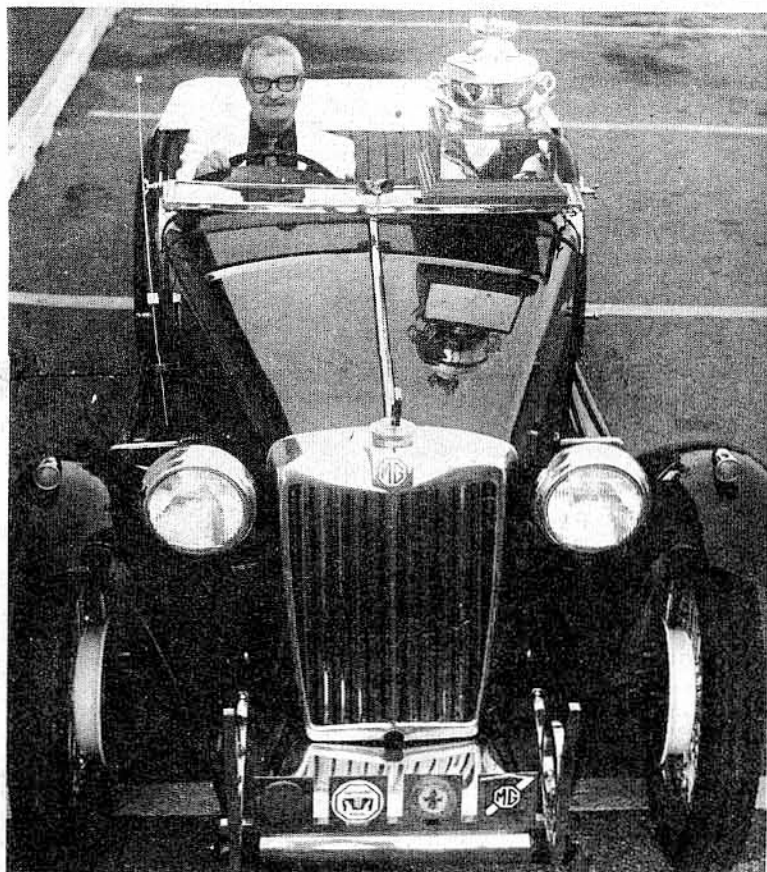
## MOTORACING and Economy Car News

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FRANK MASON of the Long Beach MG Club has reason to beam. Next to him in his "Square TC" is the Strother MacMinn Perpetual Concours Trophy which was awarded to him.

### Concours Award To Frank Mason

Frank Mason was honored as the member who has contributed most to the advancement of concours d'elegance at the annual installation and awards banquet of the Long Beach MG Club.

He was presented the Mac Minn Perpetual Concours d'Elegance Trophy, and named "Concours Man of the Year." The trophy was named after Strother MacMinn, who instigated the idea and made a substantial contribution to the purchase fund.

Mason was lauded by Fred Sander and Dale Hanson, past chairmen of the club's ranking Fashion Square concours, which was set up according to Mason's views on scoring.

### Riverside Race

#### Awards at Grand Prix

Trophies for the Cal Club's Feb. 10-11 races at Riverside Raceway will be presented Wed., Feb. 14, at the Grand Prix on Beverly Blvd. Starting time will be 8 p.m.

### Rain Tires Help Moss in New Zealand

CHRISTCHURCH, New Zealand, Jan. 20--Britain's Stirling Moss equipped his Lotus with rain tires for better adhesion on the slippery track and easily won the Lady Wigram Trophy race here today.

Moss led from start to finish as he won the 71-lap, 150-mile race in 1h. 36m. 38.7s.

Jack Brabham of Australia finished second after an extremely close duel with John Surtees of England. Brabham passed Surtees on the 52nd lap and finished in 1h. 36m. 55s. Surtees was timed in 1h. 36m. 56.3s. Both drove Coopers.

Moss and Surtees each set lap records of 1:20.1 for the 2.116-mile course.

Bruce McLaren of New Zealand placed fourth in 1h. 37m. 33.5s. and Roy Salvadori of England was fifth in 1h. 37m. 57.1s.

### Vignettes By Gus V. Vignolle

- Some USAC Bologna
- USSCC Gets Pomona
- Baja Calif. Race

MY AMIGO, HUGHRANDOLPH, of the Oakland Tribune has recovered from some quiltwork. He is back on the grind. He wrote about the formation of the new LA USSCC-USAC.

Then he said the move "reads just fine if it contributes to an end to the confusion and bickering, which was supposed to have been eliminated by switching the SCCA charter to the Cal Club."

About this time someone by the name of DEL OWENS wrote, in part, in CSCC Notes: "...Now that there will be only one club racing in the Los Angeles area..."

For the edification of these two gentlemen---and a lot of other guys---the confusion and bickering is worse than it ever has been. That is unfortunate. And there isn't only one racing club on the scene. There are two. That, too, is unfortunate.

As we said, the reason things are worse is because two national road racing antagonists are behind the two local factions---SCCA behind the Cal Club, USAC behind the ousted LASCAers, now known as the LA US Sports Car Club.

Continued on page 3

## Reventlow to Fold Car-Building Operation

BY GUS V. VIGNOLLE  
Editor of MOTORACING

(Story on new IC Formula--Pg. 5)  
Millionaire Lance Reventlow, race driver and builder of the famous Scarab sports cars, will suspend all automotive operations, MOTORACING learned last week.

The rumor was confirmed by Warren Olson, manager for the operation at Reventlow Automobiles, Inc., at 1042 Princeton Dr., Venice, and who has been with Lance since 1954-55.

Reasons for the impending fold-up of the race-car building project were (1) tax problems and (2) the indeterminate status of the new Intercontinental Formula.

Olson said it was against the firm's policy to divulge how much money had been pumped into the project, but he did say that the reported figure of \$3 million was "way off."

Olson had a sharp blast for the new IC Formula, which he termed "absolutely ridiculous." Drawbacks, he said, were the weight for a production engine over four liters and having to run production carburetors, making it practically impossible to compete with the 2.5-liter engines.

Personnel at the Venice automotive plant has been cut from 16 to four or five, and it is planned for the firm to be completely closed down in six months.

Reventlow had been working on production of a series of rear-engined single-seaters. They were

Buick powered. He also had a new sports car on the drawing board.

Olson said, however, that Reventlow still plans to race one of the Buick rear-engined cars in Australia next March.

Son of Barbara Hutton and heir to the Woolworth fortune, young Reventlow burst into the road racing scene like a rocket when he first built the highly-successful Scarab sports cars in 1957-58. The Chevy-powered machines were a sensation and cleaned up everything in sight. He has since sold two of them and retained the original one, which has been converted into a street auto.

Although Reventlow gained some stature as a driver, his chief pilot in both sports and formula cars was Chuck Daigh. In 1958, Daigh won the big LA Times Grand Prix for sports cars behind the wheel of a Scarab at Riverside Raceway.

Last year, the Scarab Formula 1 cars made their debut in Europe. They got nowhere. Daigh was injured in a crash and returned to this country. Nothing that Reventlow tried ever measured up to the original Scarab sports cars.

Reventlow's pullout from the car-building scene is a sharp blow to American racing. He was one of the very few in the U.S. who tried to develop road racing machinery to compete with Britain and Europe.

## Terrific Daytona Field!

DAYTONA BEACH, Fla., Jan 26 ---The combination of drivers competing in the first annual "Daytona Continental" three-hour grand touring and sports car race at Daytona Intl. Speedway's 3.81-mi. sports car course Sunday, February 11, will really be a test of champions.

Representing the Indianapolis ranks who compete in the classic 500-miler on Memorial Day will be Jim Rathmann of Miami, driving a GT Corvette, and Lloyd Ruby of Wichita Falls, Texas, with a Lotus Monte Carlo owned by Frank Harrison of Chattanooga.

Continued on page 7

## CAL CLUB RACES FEB. 10-11

First sports car races in the Greater Los Angeles area since last Oct. will be staged by the new Cal Club region of SCCA at Riverside Intl. Raceway, Saturday and Sunday, Feb. 10-11. It will be the CSCC's first races since its new affiliation.

The following race on tap in So. Calif. will be at LA County Fairgrounds in Pomona, Mar. 17-18, by the LA chapter of the US Sports Car Club (USAC), the former LA SCCA region which had its charter revoked.

At Riverside, a new system for determining Pacific Coast champions on the basis of SCCA competition will be inaugurated, according to D. D. Michelsmore, Cal Club president.

Ten races throughout SCCA

areas 9 and 10 will count for divisional championship points.

Originally set up as an eight-race program, the addition of championship events for the Bonneville and Arizona Border regions brings the total to 10 races.

The San Francisco and the Cal Club regions will each have two championship events, while the following regions will conduct one: Northwest, Bonneville, Utah, Arizona Border, Arizona and San Diego.

Points will be awarded on the basis of finishing positions in class for Sunday races only. Ten points will go to the class winner, 8 to second, 6 to third, 4 to fourth, 2 to fifth and 1 to sixth.

The best seven of the 10 races may be counted toward champion-

ship points.

A trophy presentation will be held at the end of the season with trophies going to the first three places in each class and plaques to the next three places.

Each region will contribute \$150 per championship event for trophies.

A field of 150 drivers or more is expected for the Feb. 10-11 12 - race Riverside program over the nine-turn, 3.275-mile road course.

Tickets have gone on advance sale through the Liberty Ticket Agency (HO 6-3553) at all three Wallich's Music City Stores, plus 70 other outlets in So. Calif. They are priced at \$2 for Saturday \$2.50 for Sunday or \$3.50 for both days.



## Letters to MotoRacing

### PAYS TO ADVERTISE IN MOTORACING

Gus--

I know you will be interested in hearing about the response to my ad for photographs of Moss. Well, it was very gratifying, not a landslide mind you, but replies were received from many widespread sources.

Of the mail postmarked in the U.S.A., the point of origin ranged from the East Coast to the West Coast, and I also received inquiries from as far away as LONDON and PARIS.

Kudos to you and those who replied, and again many thanks for your help in getting the project off the ground.

BILL DARLING  
Manhattan Beach, Calif.

THANK YOU, SPOKANE

Miracle of all miracles, I got 11 of our people to all make up their minds to do something at the same time--subscribe to MOTORACING! Enclosed is my check to cover the subscriptions and renewals....

Well, Gus, SCCS is off to another rip-snorting year. We're back into racing again this year after a year's vacation. We were hit by some fantastic insurance premiums last year and just had to throw in the towel on racing. Although insurance is no cheaper this year, we are going to hold two driver-training races with only liability insurance, no driver coverage. This may sound pretty stupid, but after discussing this at length with the fellows who want the training, they are willing to go along under this arrangement. We are also scheduled for an ICNSCC championship race here Labor Day. Of course, we'll have to go the full route for insurance on this one.

We have a new slate of officers for '62. They are; (me) Dwight Goffinet, president; Bobby Plotts, vice-president; Ann Oswald, secretary; Rich Ellis, treasurer; Huey Wendt, publicity chairman.

We got ourselves elected from the old, hackneyed platform of a balanced program of events for the club, giving every activity an equal balance of importance.

This weekend starts our year's schedule of club championship events, the traditional Mt. Spokane Rally. This is really popular up here because at this time of the year we have snow up to you know where! We always find a rallymaster with the insidious instinct of an Eskimo who has no love for main roads, but, who'd rather pioneer new trails through the Western frontiers.

A really big event for us is the upcoming MotorFair. We rent the Fairgrounds for three days and hold a big Concours for sports cars, classics, antiques, hot rods and customs. This is a joint venture between our club and the HAS-SIE CLUB (Historical Automobile Society of the Inland Empire). This will be our third year, and it has been a huge success both prestige-

wise, and as a moneymaker. We accept about 100 of the finest in these categories from all over the northwest and display them in an attractive atmosphere. We expect them to be seen by over 10,000 people during the three-day show--March 30, 31, April 1.

The big Ponderosa Rally Jack Deno from our club heads comes off June 23, 24. I'm sure he pretty well filled you in on the details during his visit with you last fall. Rather sizeable cash prizes are offered as well as lots of trophies. This is a two-day affair featuring some terrific rallying through the most beautiful rally roads you'll find anywhere--and then there's that fabulous Saturday night party! We expect several entries this year from your area, so build it up all you can. They'll have a ball.

A local foreign car dealer started building a sports car race course up here last fall. He should have all the grading done early this spring and have the paving done by early summer. This will be a 1.2-mile course winding through the trees with lots of gentle grades and curves. Just as soon as this is completed I'm sure you'll see a considerable increase in racing activities and interest from this area. Up to now all we've had is an airport with a viciously abrasive surface, not too popular with us poor boys.

We're looking forward to receiving our first copies of MOTORACING.

DWIGHT A. GOFFINET  
Sports Car Club of Spokane  
Spokane 10, Wash.

\* \* \*

RALLY FAN

I subscribed to your paper ONLY for RALLYSPARKS, rally results, and Championship Rally Standings. In the past year you have practically neglected the rallyist. Your rally column hasn't appeared since October. If ever your policy is changed to include rallying in EACH issue, send me a sample copy and I'll re-subscribe. Thank you.

FRANK REILEY  
Los Angeles 45  
(Editor's Note--Rally coverage has been resumed. Please turn to Page 6.)

\* \* \*

CALLING BILL DARLING

I am interested in purchasing original drawings or paintings by Bill Darling of Jim Hall and Stirling Moss. Also interested in

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wood-cut prints of racing scenes, cars and drivers. And I thought perhaps you might be able to put me in touch with the source of supply. If you could, I would greatly appreciate it.

W. R. BOYLE  
San Francisco 8  
(Editor's Note--You can reach Bill Darling, the artist, at 864 Manhattan Beach Blvd., Manhattan Beach, Calif.)

\* \* \*

PRAISE FOR HAUSER

Where's Eric Hauser? I've been waiting for further articles by him in MOTORACING. The stories he did for you while in Europe were the best I've read anywhere. It is refreshing to read someone who has not only a keen insight into racing but a vivid command of the English language. Let us see more of his writing.

FRED C. SANDER  
Long Beach 3, Calif.

\* \* \*

STANDINGS ADJUSTED

Howdy! Enjoyed your Jan. 5th edition.

In your point standing you awarded points for Washington, California and Utah. How come nothing for Tucson?

Paul Reinhart, Bill Sherwood and I towed 950 miles to run this divisional race. We passed up Del Mar as there was a "beef" between national and the region over the date being so close to Tucson.

Paul took first Sunday and second on Saturday. I took first on Saturday and second on Sunday. Probably too late, but it would make a difference for Paul and he asked me to write. Luck.

E.L. "RED" FARIS  
RE, San Francisco Region  
Sports Car Club of America  
(Editor's Note--Please note revised standings in this issue.)

Continued on page 7



'Cold enough to freeze WHAT off a brass monkey???'

(Reprinted by popular request, this cartoon first ran in MOTORACING in March, 1956. It was published through courtesy of Austin-Healey Owners Club News, by Ann H. Martin)

## Economy Car News...

By MARGUERITE COOK

The Rootes Group has evidently discovered how to do business behind the iron curtain. For the third year in succession, Motokov, the Czech state organization responsible for the import of motor vehicles, has ordered 500 Hillman Minx sedans. (The British call 'em saloons, which never fails to amuse me.) According to the Rootes Group, a number of Hillman Owners' clubs have been formed in Czechoslovakia. Poland has an order in for Humber Super Snipes and China is ordering trucks.

While with the British, we have also received the annual Austin Pocket Guide. This handy 160-page illustrated slick paper compendium includes just about all the basic information you might need to find quickly about the Austin factories, cars, who's who in the organization, etc.

Meanwhile, Monroe Auto Equipment Co., Monroe, Mich. has received a contract to provide shock absorbers for 50% of the 1962 Taunus cars, manufactured by Ford of Cologne, Germany. W.D. MCINTYRE, Monroe executive vp and gm, insists the contract was won on a competitive basis against West German manufacturers at a time when most American manufacturers are finding it difficult to compete with foreign production for such business.

However, VW, Fiat, Renault just to name a few, often go to America for parts and materials needed for their European production plants. McIntyre adds that previously the entire shock absorber requirement of Ford-Cologne was acquired from West German manufacturers. The shock absorbers will be filled by Monroe plants in Monroe, Mich.; Hartwell, Ga. and Cozad, Neb.

Another change in automotive manufacturing given a boost by the compact revolution is the increasing use of plastic. The industry's use of ABS plastic alone has tripled over the last three model years, US Rubber Co. officials state. About 10 million pounds of this tough, high-impact material will probably be used in 1962 cars in some 20 parts from spare tire covers to instrument clusters.

Interest of American manufacturers was spurred by the swing to compacts which require lightweight and durable parts. The durable plastic has replaced die-cast metal in the instrument clusters of several compact cars. Use of the plastic eliminates many assembly steps by 'molding-in' parts that previously had to be made separately in metal clusters.

As might be expected, it was the European car makers who first began to really use ABS plastic. They

injector molded it into sun visors, door knobs, instrument panel components and other parts. A 1960 Italian import contained 12 pounds of this plastic per car.

US Rubber says ABS means acrylonitrile-butadiene-styrene and explains it was developed early in WW II by one of its researchers. After the war it was first used in pipe. Its non-automotive use include appliance housings, sports equipment business machine components and colored telephone handsets. (Want to buy some stock in a growth industry? Only three million pounds were used in cars here in the 1959 model year, but use should reach 35 million pounds by 1965 model year.)

Test driving of new models by the automotive press is becoming more and more popular. Among 1962-1/2 models tested by the press at Riverside raceway Jan. 16 was the prototype of a new Falcon.

Personnel changes: JOHN L. POTTER has been named general sales manager to direct dealer and consumer sales programs in this country, ARTHUR REITZ, vp of Alfa Romeo, Inc., Newark, N.J., announces. A new vp for VW of America is H.J. RITSCHER, C.H. HAHN executive vp and gm announces. Ritscher will be responsible for financial, shipping, insurance and personnel functions.

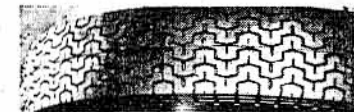
The GEORGE P. JOHNSON CO. of Detroit will once again serve as design coordinator and decorator for the Nat. Automobile show at Cobo Hall, Detroit, Oct. 20-28.

1962 US sales predictions: CARL H. HAHN, VW: "230,000 VW units...a total limited more by production rates than by buyer interests. HANS LARSSON, Volvo Import, Inc., president: all brands of imports to total in excess of 400,000 units; SAMC. MITCHELL, executive vp and gm of Volvo Western Distributing Inc., Sherman Oaks, "a 25% rise in sales of Volvo in the western states region over the 3600 units sold here in 1961. Dodge general mgr. BYRON J. NICHOLS: "The biggest volume cars in 1962 will still be the low-price standard and compact cars."

1961 total production of compacts: (as reported by Automobile Manufacturers Assn.) Ford Falcon, 486,079; all American Motors, 372,485; GM Corvair, 316,600; Ford Comet, 185,844; Chrysler Valiant, 122,276; Pontiac Tempest, 115,945; Buick Special, 99,893; GM Chevy II, 86,310; all Studebaker - Packard, 78,664; Oldsmobile F-85, 67,894; Dodge Lancer, 54,622.

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## Vignettes

### BY GUS V. VIGNOLLE

#### Power Struggle Within ACCUS on Granting of FIA Approval for Races

Continued from page 1

A few weeks ago JIM PETERSON of USSCC said Palm Springs races were set for Jan. 20-21. This was not so.

Last week, USAC continued the misinformation trend by sending out some hokum that LA USSCC has scheduled four road races in So. Calif for the 1962 season. As of this writing, this is not so.

Then it said all four dates are listed on the FIA calendar as national events with foreign participation authorized. As of this writing, this is not so.

It added the dates are Feb. 17-18, Palm Springs; March 17-18, Pomona; June 30-July 1, Pomona; Nov. 17-18, POMONA.

The only one that is set is March 17-18 at Pomona. And I only found this out by going direct to a DAYTON KLING of the Pomona Elks Lodge, the organizer. The other two Pomona dates are not set. Applications are



MERRILL (MICKEY) LOWELL



SKIP HUDSON

made, and acted upon, one race at a time for Pomona.

Both Cal Club and USSCC were dying to land Pomona. And do you want to know why Peterson got the nod over D.D. MICHELMORE, the Cal Club pres.?

This will kill the Westport Pharaohs, who still are getting harpooned all over for failing to give the ex-LA SCCAers a hearing or trial after withdrawing their charter. The reason the Pomona Elks Board of Directors voted for USSCC was because they felt the Pharaohs pulled a lousy, stinking deal in not giving the local outfit the hearing it deserved. "Furthermore," said Kling, "USAC is a well-known racing group."

Just this action alone, I feel, vindicates me for slipping the shiv to the Westport Pharaohs in the last issue. You see, it eventually catches up with you.

It might be well, too, for USAC to wake up to the fact that FIA OK for its offspring must come from ACCUS (Automobile Competition Committee of the US), the sports arm of FIA in this country.

Two of the nine on this committee are SCCA reps---and they sure as hell ain't gonna vote for USAC. One is TRACY BIRD, who helped scuttle the old SCCA here, and the other is a DR. FRANK FALKNER.

USAC also has two reps on the committee---TOM BINFORD and HENRY BANKS. That makes it 2 to 2, and you can see how this shapes up as nothing but a power deal.

There has never been a level lost between NASCAR, which also has two on the committee, and USAC. These are BILL FRANCE and HARLEY J. EARL. My guess---and it is only a guess---is that they'd cast their lot with SCCA. Remember, that of the four events at Daytona this year, NASCAR is the sanctioning body of two and SCCA of the other two---a Natl. open Form. Jr. race and the upcoming Intl. three-hour race counting for the Intl. manufacturers' championship for GT cars (plus sports cars).

### Maybe Jay Hills Can Help Us in This

I don't know CHARLES MORAN, JR., the committee president, from GODOT, but some of my spies are inclined to believe he would side with USAC. That would make the count: SCCA 4, USAC 3.

But there are two more members, GEORGE C. RAND, the secy-treas, a former SCCAer, and a PAUL CERESOLE, whoever he is; and I don't know if Rand has a vote. I wrote the guy, asking about those four USAC FIA dates...no answer as yet. PHIL CURRY, like Peterson another diehard of the old SCCA here, used to be on ACCUS, but they kicked him off some time ago. His USAC vote would come in handy now.

The vote, of course, would determine ACCUS' recommendation for FIA approval of the dates in question.

Another thing developed last fortnight. Supposing the Cal Club has an FIA race, how can it shut the gate to USSCC? By sending invitations to drivers, making certain to skip the USSCC...if such procedure is Kosher.

As I told JAY HILLS, the Porsche pilot and furniture executive, things are getting worse instead of better. We are getting up a committee to try and solve this miserable setup in the interest of the sport. Jay, by the way, ought to land on the 1962 Cal Club board.

What is positive is the Cal Club's Riverside races Feb. 10-11. Palm Springs the following week-end (by the rival group) is not set. The city doesn't want to OK the airport, and it would appear a tremendous job to get that new course on the outskirts that they've been talking about in shape at this late date.

But let's wind this subject up with a little note of sunshine, to wit: BOB BLANDIN, president of the Formula Racing Assn., has been informed of blanket approval of any FRA event for SCCA participation. It wasn't always this way.

### Lots of Talk on That Baja Calif. Carrera

What else are they talking about around here? Two things:

(1) The projected road race from San Felipe to Ensenada in Baja Calif. At a recent race near Mexico City, El Jefe (the President) gave the paisanos plenty to cheer about when he said there was a fine likelihood that the Mexican Road Race (La Panamericana) would be revived in 1963. I'm bucking El Jefe by saying I don't believe it.

The transpeninsula race should be a real smasher. Full details elsewhere in this issue. Top starting money to a factory like Ferrari (or guys like MOSS) could be \$2500 per car (an amount generally not exceeded by what the driver snags in prize money). And organizers would have to bear transportation expenses for car and driver.

Now it develops that planned for the same day, Cinco de Mayo (May 5), is another road race by the Puebla Club, from Puebla to Mexico City. And they're talking in terms of 500,000 pesos (\$40,000).

(2) The decision of LANCE REVENTLOW to suspend work on he building of formula and sports cars.

Although America has been criticized for not coming up with something like the Coventry Climax engine to give those guys on the other side of the Atlantic a go, Reventlow attracted worldwide attention with his

Continued on col. 4, 5

## Letters Welcome

"In a world in which the carrying power of the individual voice sometimes seems to be growing weaker and more insignificant, the man at his typewriter or with pen in hand can still have his innings."--James F. Fixx, in the SATURDAY REVIEW.

## MOTORACING Standings

Whoops! After compiling MOTORACING standings for practically the entire 1961 season, we slipped up and forgot to include the Dec. 2-3 Arizona SCCA races at Tucson. Classes listed below are the ones in which changes have occurred as a result of this. Other classes remain the same as published in the last issue of MOTORACING.

Watch for an announcement soon of the annual MOTORACING AWARDS to be made to winners in each class.---JOE SCALZO

- CLASS F MODIFIED**
1. Hank Montonen (RS Porsche) . . . 85
  2. Bob Challman (RS Porsche) . . . 68
  3. George Follmer (RS Porsche) . . . 58
  4. Ken Miles (RS Porsche) . . . 39
  5. Bill Lewis (RS60 Porsche) . . . 35
  6. Roger Pitts (550 Porsche) . . . 16
  7. Doug Sharman (550 Porsche) . . . 15
  8. Leon Duhamel (Cooper) . . . 12
  9. Frank Monise (Williment) . . . 10
  10. Hank Tubman (Lotus) . . . 8

- CLASS B PRODUCTION**
1. Dave MacDonald (Corvette) . . . 64
  2. Paul Reinhart (Corvette) . . . 62
  3. Bob Bondurant (Corvette) . . . 51
  4. Red Faris (Corvette) . . . 36
  5. Bill Sherwood (Corvette) . . . 33
  6. Ralph Morris (Corvette) . . . 25
  7. Doug Hooper (Corvette) . . . 24
  8. Scott Briley (Corvette) . . . 24
  9. Bob Dickson (Corvette) . . . 19
  10. Bill Krause (E-Jaguar) . . . 14

- CLASS G PRODUCTION**
1. Frank Smith (Alfa Romeo) . . . 80
  2. Stan Schaeffer (Alfa Romeo) . . . 75
  3. Tom Tobin (Alfa Romeo) . . . 55
  4. Mike Chamberlain (Alfa Romeo) . . . 19
  5. John Vandermale (MG TC) . . . 15
  6. Ed Lynch (Alfa Romeo) . . . 15
  7. Daddie Warford (Alfa Romeo) . . . 15
  8. Jay Stuhliedier (Alfa Romeo) . . . 13
  9. John English (Alfa Romeo) . . . 11
  10. Fred Bivens (MG TD) . . . 11

- WOMEN-UNDER 1600CC**
1. Paula Murphy (PAM Porsche) . . . 80
  2. Mary McGee (RS Porsche) . . . 35
  3. Joan Primeau (Manx Lotus) . . . 31
  4. Nadeene Brengle (Cooper) . . . 28
  5. Shirley Troy (Elva) . . . 25
  6. Betty Shutes (RSK Porsche) . . . 24
  7. Pru Baxter (Lotus XI) . . . 18
  8. Barbara Hall (Porsche RSK) . . . 17
  9. Alice Warren (Alfa Romeo) . . . 14
  10. Diana Kirby (Porsche) . . . 10

## O'Brien Keeps Post On SF SCCA Board

SAN FRANCISCO, Jan. 26 - Business commitments which forced Bob O'Brien to resign as Contest Board Chairman of the San Francisco region of SCCA have eased and O'Brien has accepted the position.

Serving on the board with O'Brien will be Bob Bent, Hillsborough; David Ridenour, San Francisco; Steve Froines (also a member of the board of directors), Richmond, and Leon Mandel, Belmont.

## ERNIE KOVACS

Ernie Kovacs' laughter did not save him from a horrible, accidental death.

A seat belt might have saved him. We spend millions exterminating virus and pestilences but do not have sense enough to put a little device in our automobiles which can save our lives.

The seat belt is a safeguard against death, particularly in the kind of accident that killed Kovacs. --LOS ANGELES HERALD-EXAMINER

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DRIVER AK MILLER, left, was guest of honor, at 7th annual installation dinner-dance of the LA Women's Sports Car Club. He's chatting with Jan Detrick, 1962 club president. Affair was held at Glen-Aire Country Club Jan. 27.

## VIGNETTES

Continued from col. 1, 2

Scarabs.

The first sports car was a notable achievement with its Chevy engine. Then he turned to single-seaters and the Buick engine. This had not worked out well, but the feeling has been that it would in due time.

Probably the fact that you can't continue to write-off the terrific amounts spent posed a serious tax problem. Then there was the stern opposition to the new Intercontinental Formula.

Too bad.

WONDER---if PETER SATORI will be affected if and when BMC takes over Rolls-Royce (taxes really hit the home market; they're working on a new model).... '62 HOPE---that Riverside's SKIP HUDSON, long, long overdue, hooks up with a good ride. Top timber there going to waste... RUMOR---that the gate of an upcoming sports car race will be attached to satisfy a pubrel bill....

## Part-Time Lover Drake on Skiing Kick

TRIVIA & FRIVOLA (or playing leap-frog in Athens)---BOB DRAKE, 40-year-old part-time lover, part owner of the Grand Prix & former Old Yeller driver, has taken up skiing with a vengeance....After two sports car groups met recently at the Grand Prix clubrooms, JUDY ALLEN noticed her portable typewriter had been lifted. She knows which club the thief belongs to. Better bring it back, just say you were boozed up after the session & you thought you were carting away your umbrella; nothing will be said....Bet you didn't know that one of the alleged scribblers on one of the Snapper-Wrappers once presented a bill for some \$1500 (for public relations services) to a wealthy former car owner. The car owner then presented him with a bill for the free-loading and sponging the deadbeat sycophant had run up. Before that, the "writer" mentioned the car owner every week in his pillar of misinformation; since then, he has not mentioned him once....A reader wants to know how come CSCC NOTES had the Golden Nugget Casino on the cover recently after the Hotel Fremont picked up the tab for the Cal Club's Las Vegas races....Fighting among clubs isn't restricted just to Los Angeles. And in Mexico City they don't just throw rocks at CARLOS BRANIFF, JUAN MANUEL RULLAN and JAVIER VELASQUEZ of the Autodrome's Organizing Committee; the other day RODA, San Borja, Puebla and Toluca clubs bolted FADEM (Mex. Auto Fed.) and along with the Form. Jr. Pilots Assn. formed their own group, catering to racing clubs. They plan to kickoff their campaign with a big road race in Puebla, Feb. 21. They said FADEM was too much of a rally outfit. This was a blast at the new FADEM president, ALBERTO P. ROJAS, who got the nod over some of the paisanos the speed clubs hoped to muscle into the key spot....

## How's That No. Calif. Paper Coming?

WE NOMINATE FOR OBLIVION: all parties popping off on road racing dates and courses that are not firm (You'd be amazed at the number of

Continued on page 6

## CAL Club Region Sports Car Club of America Presents

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# PLUGS and POINTS...

By JOE SCALZO

## Masterson Proves It Makes Some Difference When You've Got a Car

BAT MASTERSON FINISHED third at Del Mar with an RS60 Porsche he'd just bought from BILL LEWIS. After the race, all around the pits, comment sprang up. "Well, what'dya know—all this time Bat was a pretty good chauffeur, after all."

The "after all" part was tacked onto the statement because, to many people's amazement, the Masterson in the RS60 was the same Masterson who formerly had driven a Kurtis-Corvette. And race-goers will remember Bat's driving in the Kurtis, how he rather gingerly tucked himself into the cockpit, and then, at the start, literally went into orbit.

Bat, Ventura Porsche-VW dealer, really gave it his all with the Kurtis. The car had steam and it was loud ("louder than it was fast," he says), but that was all. And at the same time, it was probably the worst handling, meanest car in the West.

Corner workers up and down the Coast know about Masterson and the Kurtis, mainly because the Kurtis' line through corners was unorthodox, to say the least. With Bat working valiantly at the wheel, the car, time after time, would crash hay bales, corner markers and anything else that got in its way.

To do anything with it, Bat had to take full advantage of the car's straight line speed. Another sad note, he made too much of it. The number of engines he scattered up and down the Coast is almost uncountable. At Santa Barbara last year, he blew one new engine, went to Laguna Seca the following weekend, and then blew another fresh engine. "Blow again, Bat?" he was asked. "Yeah," he laughed, "Wham, right through the block an everything."

Actually, he had to have a sense of humor to run the Kurtis, and also to run his first special, a blue Victress-bodied, Corvette-powered piece that was even worse than the Kurtis. It almost had a center seating position, and to steer it—rather aim it—Bat had to straddle the transmission, thus having to sit high up in the air as though on a horse. "A bucking bronco," he says.

But despite all the things that happened to him with the Kurtis and the Victress, there were times when he looked fairly decent, and apparently was on his way to a good showing in a race when the peculiarities of his mounts interfered. So the question arose many

times—"Is he really a good driver underneath a bad car, or does he just have a lot of courage?"

The Del Mar races pointed out he does have talent. Now he's got the Kurtis for sale. "A guy who wants to do some drag racing may buy it. I told him 'fine, just don't try to make the car turn, everything'll be all right'."

Bat really digs his new Porsche. "So this is what it feels like to really go racing," he said after his first practice session with it at Del Mar. "What a set-up. With the Porsche you can actually take a line through a corner. With the Kurtis, and that other thing I used to wheel, you never worried about lines, or anything like that. Man, you just worried about staying on the road and getting around the turn, period. Although I've got a lot of bad driving habits to lose, I should be able to take at least 15 to 20 seconds off my best previous lap times on any course."

And now he knows how a small car driver feels. "Now that I'm in a small car, I can see that the small car drivers have a point about not particularly liking to race with bigger cars like my Kurtis, because they're too big and awkward. I'm in their boat now."

He sure is. At Del Mar he was standing at turn one, watching the big cars practice and he pointed out one particularly big machine about the same size as his Kurtis. It was continually having a hard time negotiating the bend: "Wow, look at that big hog," Bat said, "it looks as bad as that pig Masterson used to run!"

Naturally enough, BILL KRAUSE didn't set any new track records, or win the main event at Gardena's dirt half-mile Ascot Park for the opening sprint car race of the Calif. Racing Assn.'s season, but he did show promise. This was his first start in a sprinter. His car is owned by Hollywood's DARWIN MAXON, and is the ex-A.J. FOYT machine.

In the first qualifying session, Bill put up 10th fastest time, turning a lap in the 23-second bracket. Said Bill: "The car, which is a real good sprinter, wasn't set up quite right and it was harder to get used to than a midget; there's a lot more torque with a sprinter. The car wasn't set up for enough side-bite out of the turns and so I couldn't really get on it, because it would have spun. So it was feather, feather, feather, leaving a turn, and each time I feathered it, I found I could have been going faster."

Krause missed the main event by a few fractions of a second and thus ran in the semi-main, or tried to. Many drivers in the line-up were throttle happy...and three cars spun on the pace lap. "I was going along," Krause remembers, "when I saw cars coming the other way. I said to myself, 'Well, I know I'm going in the right direction' when I saw what was happening—



# VALve CLATTER

BY VAL MARRS

HAVING HAD OUR LAUGHS at the first US Sports Car Club meeting, we just had to dig through the old MOTORACINGS to relive the long Cal Club battle with the LA SCCA.

The first reference we found was in October of 1955 and hot debates have been scattered through the pages all these years. Now it seems we're starting the biggest battle of them all with national backing for both clubs.

A short question and answer period showed that most people were only worried about the money they had already turned in to one or the other of the clubs and where did their membership lie.

JAY HILLS showed the only concern for someone other than himself. He feared that a change in classes would put his own body shop man out of business. His words were, "Do I have to race with those mothers again this year?" He was assured that there were no immediate plans for changes in that area!

With all the mergers and name changes occurring, the Formula Racing Assn. was threatening to join up with the CRA!

If USAC really should stage a race at Churchill Downs, the Singer Gazelle would be in its glory. Leaping gracefully over the barriers, it would just plain outclass a Healey or an Ol' Yeller. The prancing black horse would be too ungainly and the tiny Sprites wouldn't have enough go.

A lot of ex-Singer owners would like to see the car get another chance in the race. Only the HRG has a more interesting list of disappointments! The HRGs have an advantage over the Singer, though. The factory didn't try to improve them with a new engine and body.

too late."

In the tangle, Krause's car had a radius rod busted and it was retired. However, Krause'll continue to run Ascot with it, and may even go back to the Midwest during the summer for some of the USAC sprint races.

Best news of all is that Krause possibly may be sharing a Ferrari GT at Le Mans this year—but nothing is definite enough to say.

"How's everything on the sports car racing scene?" Bill asked. "One of the reasons I started racing the ovals is because of all the mix-ups that have been going on. Any races definitely set?" Good question.

BOB BONDURANT and DAVE MACDONALD probably will be driving a new Corvette for DON STEVES at Sebring this year. Something else along that line—DON HULETTE will be driving a Lotus Elite there.

And DOUG HOOPER and JOHN  
Continued on page 7

## BOOK REVIEW

# Manager Hints Sabotage of Champion Fangio by Ferrari

MY TWENTY YEARS OF RACING, by Juan Manuel Fangio, in collaboration with Marcello Giambertone. Illustrated, with appendix listing Fangio's record, the cars he drove and his major races. Forward by Stirling Moss. Temple Press Limited, Bowling Green Lane, London, E. C. 1. \$6.50.

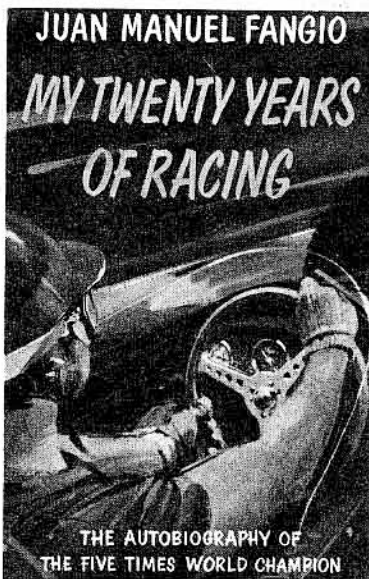
This one is a smasher --- excellent. Don't miss it. Get it--- if you can. By now, Harry Morrow may have it at Autobooks in Burbank.

Christopher Nixon said in London's AUTOSPORT last summer that Juan Manuel Fangio was a living legend.

He was even a living legend when I saw him (and the late Jean Behra of France) win the 1957 Sebring 12-hour race in 4.5 Maserati, whose sound to this day I cannot shake.

That was his best year---11 victories at the wheel of a Maserati. It was good to have seen him at his very best. That was the year he won the world's road race driving championship for the fifth time.

And he proved his greatness by winning the championship in different kinds of cars. In 1951 it was with Alfa Romeo, in 1954 with Mas-



JUAN MANUEL FANGIO, on his surprise visit to Los Angeles in November, 1956, scans an issue of MOTORACING as Editor Gus V. Vignolle looks on. (Photo by Lester Nehamkin)

erati and Mercedes, in 1955 with Mercedes (one race with Maserati), in 1956 with Ferrari, and then in 1957 with Maserati. He raced five times in 1958 and then quit.

Fangio was a quiet, soft-spoken unprepossessing and humble man. I found this out when I first met him in November of 1956. He was a surprise visitor to Los Angeles after he had won four world's titles.

As guest of the Allen Guibersons of Dallas and LA, he came here to visit the Meyer-Drake, Kurtis, Eddie Kuzma and Quinn Epperly race car plants. "El Chueco," the former humble mechanic from the small town of Balcarce, some 200 miles from Buenos Aires, expressed interest in racing at the next Indianapolis 500-miler.

This book gained tremendous publicity when it was published in England a few months ago. The big wire service stories said that in his book Fangio had blamed the Le Mans disaster of 1955 (85 dead) on the Briton, Mike Hawthorn.

To me, it didn't seem like a charge. He said that Hawthorn's Jaguar headed towards the pits and his unexpected braking surprised the two cars following him. Later, Fangio wrote: "The English driver had evidently not calculated his pit's position correctly and finally stopped some 80 yards beyond it."

Then, shortly after, the book gained more publicity when the wire services quoted a letter British driver Tom Wisdom (who was

also in the race) wrote to THE MOTOR magazine of London. Wisdom said Fangio blamed the wrong man.

According to Wisdom, the crash was caused by Pierre Levegh of France, who was killed when his Mercedes hurtled into the crowd. He added he could not forgive Fangio for charging Hawthorn (who later was killed in a highway accident), "however gently he does it."

But this was not the big story in the book, in my estimation. The really BIG story was towards the end when it was hinted strongly many times that Fangio was sabotaged by Ferrari in 1956, yet this was the year he won the championship for the fourth time.

These heavy, dark hints did not come from Fangio, although this is HIS book. They came in one of the italicized interludes from Marcello Giambertone, Fangio's business manager and good friend.

Fangio's feats during those 20 years were tremendous. It would not be civil for him to tell you about them. This is when Giambertone breaks into the script--- from autobiography to biography.

Giambertone doesn't come out with a cold blast at either Il Commendatore Enzo Ferrari or his Italian firm, neither of whom has ever elicited praise from drivers or assorted hangers-on during the few years this reviewer has been hanging around, listening and watching.

Continued on page 7

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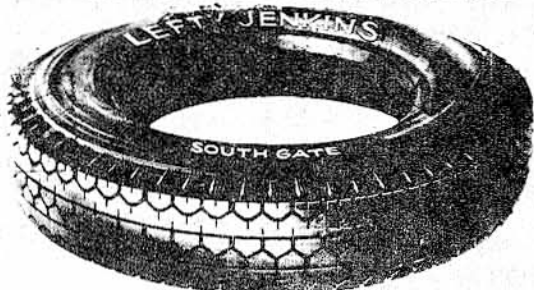
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# Broader Intercontinental Form. Racing Seen for 1962

(Reventlow Autos Story--Pg. 1)  
The new 1962 Intercontinental FIA Formula consists of three classifications:

Class 1 includes cars from 2000cc to 3000cc for racing-type engines, no minimum production quantity required. Specifications will be identical to those of the 1961 IC Formula. As originally set up after the 1960 season, the IC Formula was designed to continue--with relatively modest alterations--competition in the 2500cc Formula 1 category of the late 1950s.

Classes 2 and 3 are to be new and will give play to America's designing strength. Class 2 is 3000-4000cc cars.

Where overhead camshafts are used, the carburetion or injection systems must be as on the original engine, with the type and number

of carburetors not to be changed. Engines used must be from cars homologated in the FIA Touring Category, necessitating a production minimum of 1000 over a 12-month span. (Engines from Grand Touring Category cars are not permitted, regardless of production quantity.) But no restriction will be made on the type and numbers of carburetors installed on engines whose camshaft(s) are in the cylinder block.

Class 3 provides for 4000-5000cc engines. In this case overhead camshafts are forbidden. The carburetion system, in the draft program worked out by the CSI subcommittee of FIA, provides that the number and type of carburetors be identical to the original engine. The original cylinder block, valve actuation, carburetion and manifold inlet must also be re-

tained.

The chance to put big, American-built engines into world competition is, according to Charles Moran, chairman of the Automobile Competition Committee for the US (FIA), "just the challenge for which this country's motor sports fans have been waiting. These big engines from standard series production touring cars are right down our alley. This is our supreme chance to show the world the qualitative measure of American engineering."

Proposed regulations for Class 2 and 3 segments state both bore and stroke may be changed in order to alter the cylinder capacity, up to their respective limits. Engines must be for or take from a series production touring car of a model which 1000 will have been made in 12 consecutive months.

Such models must be homologated in the Touring Sedan Category by the FIA.

Minimum weight without movable ballast will stand 1210 lb. That compares with 990 pounds for the present Formula Intercontinental--the Class 1 division. The weight of lubricants and cooling liquids must be added in when weighing the cars, but fuel and driver cannot be counted toward minimum weight.

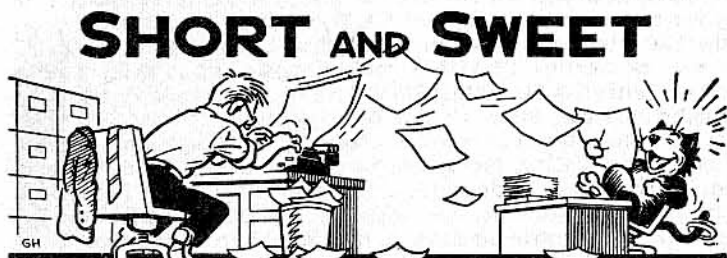
Minimum ground clearance for all cars will be 2.76 inches. The car must be able to be pushed in the above condition over a block of rectangular shape 2.76 inches in vertical height without interference.

In accordance with FIA safety standards, all Formula IC cars will be equipped with an on-board self-starter, operated by the dri-

ver from the cockpit. In addition, as specified in Article 125 of the Intl. Sporting Code, cars must carry a fire-wall between the driver and the engine and must be equipped with an ignition cut-off switch.

The driver must be able to get in and get out of his car without having to open doors or move any body panel. Roll-bars are also stipulated, while seat belts are to be left to the option of the driver, although belt-fittings must be installed.

Wheels must be outside of the body envelope and a double brake system is obligatory. Gas tank openings are not to project from the body envelope of the new category and a means to guard against gasoline spillage by venting, etc. is also required. No oil may be added during the duration of the race. Supercharging is prohibited.



BY FLAVIO ST. GERMAIN

RAY LAVELY, efficient and versatile former manager of Continental Divide, near Denver, is in town. He may hook up with the Cal Club-SCCA....

JUDY ALLEN and MARYDAVIS announce the Grand Prix celebrates its fifth anniversary with a no-host cocktail party, Wed., Feb. 7. They'll also celebrate the Cal Club's tie-in with SCCA after tech for the Riverside races is held at JIM PARKINSON's Burbank Sports Car Center, 633 So. San Fernando Rd., Burbank (7:30 pm)....

GARY NELSON, 27, recently was promoted from asst. director to director ("Have Gun, Will Travel"). The youngest TV director did quite well with a 1600 Super Porsche back in 1956-57....

JIM MOORE, another top former Porsche pilot here, is now in charge of post-production TV activities at 20th Century-Fox....

MARY DAVIS of the Grand Prix had an exhibit for the tremendous Redondo Beach Marina Portofino project she and FRANK ARCIERO are building, last week at Pan-Pacific Aud....

BOB CHALLMAN has left VASEK POLAK'S Porsche shop in Manhattan Beach and may work into a Lotus deal....

TOM MILANA, who helps with the ducats for Cal Club-SCCA in addition to steering a FJ Lotus 18, and wife JO ANNE recently became parents of an 8 lb. 5 oz. boy, Thos. Jr. It was their first....

SKIP CONKLIN is looking for a good ride for the USAC season. You can reach him at the Mariners auto agency in Newport Beach, Liberty 8-3486....

JIM LA TOURETTE, Navyman and sports car photog, is headed for Tokyo. He'll visit the Honda works and do a photo story for MOTORACING....

AL PAPP, Cal Club racing coordinator, returned last week from Mexico, where he gave a quick onceover to the locale of the proposed road race a la Panamerican, planned from San Felipe to Ensenada, May 5....

BRUCE KESSLER, who won 16 straight a few years ago with a Cooper when the Formula Racing Assn. was known as the 500CC Club of America, has loaned his spectacular film short, the SOUND OF SPEED, to FRA for a premiere showing before the racing set....

JAN DETRICK is 1962 president of the LA Women's Sports Car Club. Rest of the board: SHAYNA NEWMAN, vice-pres; DELLA PIERCE, secy; JAN ROBERTS, treas; IRMA PAYNE, press-pubrel; PAULA MURPHY-JEAN CALVIN, race coordinators; KITTY LANDRAY, ex-officio....

FRED SANDER, who will be in charge, reports the Long Beach MG Club's annual Fashion Square (Santa Ana) concours d'elegance will be staged June 9. This one is one of the best....

D.D. MICHELMORE, Cal Club prexy who flies his own plane, was

held up in San Francisco 4-5 days due to poor weather after meeting with SF SCCA nabobs....

JOHN VONNEUMANN, ex-driver, was married recently. Ditto PAUL BERNHARDT, formerly with Cal Sales.

BRUCE EGLINTON has acquired a rebuilt Lotus 20....

DWIGHT GOFFINET is the 1962 pres. of the SCC of Spokane. Other officers: BOBBY PLOTTS, vice-pres; ANN OSWALD, secy; RITCHIE ELLIS, treas....

DON SCHOENFELD, the sports car photog, is looking for a mechanic's handbook for a 1938 V-12 Lagonda. On the rare chance that such a thing exists, you can reach him at OL 6-4957....

GERI FLEMING COLDEWEY has been put to work by NASCAR's tub-thumping dept. at Daytona Beach. The other day she watched Chevy's experimental Cerv and reports it's "fantastic." FRED-DIE AGABASHIAN turned in speeds of more than 155mph. HOUSTON LAWING does a super pubrel job for the Daytona outfit....

## Vilardi Heads East Race Drivers Club

NEW YORK, JAN. 26 - Dolph Vilardi, Tallman, N.Y., was re-elected president of the Road Racing Drivers Club at the group's January meeting.

Robert Grossman was elected vice-pres., Lake Underwood, secy, and John V. Meyer, treas.

The RRDC, formed in 1952, began conducting racing schools in 1953, and clinics in 1960, meets monthly and offers guidance and counsel to forward the sport of road racing.

## Mantz Injured in Highway Accident

Johnny Mantz of Duarte, Calif., veteran of the Indianapolis 500-miler and former sports car driver, was seriously injured in a highway accident last week in Rolla, Mo.

He is undergoing treatment at the Barnes Hospital in St. Louis. Early reports indicated that Mantz, who was driving a small pickup truck, was hit from the rear by a semi-trailer.

## Letter From CANADA

BY EVE WHITE

The Imperial Tobacco Company announces that LUDWIG HEIMRATH, top Canadian sports car driver, has been entered to race at the Pau G.P. in France. At this event, April 23, he will drive a Formula 1 Porsche. The trip will be expenses-paid by the Imperial Tobacco Company.

Mosport is getting set for a full season of racing, including two Intl. car races and one Intl. motorcycle race. We hear, too, that negotiations are under way for a stock car event, under USAC rules but run by a local Toronto sports car club. This will be the first stock event at Mosport, and the winding circuit should offer very interesting spectating as well as driving.

Canada's entrants for the Intl. motorcycle race at Daytona Beach in February, include one hot contender, FRED GALLEY, whose prowess with his G50 Matchless has brought him many wins. A very pressing type of rider, he shows to best advantage on tight turns.

The R.M. Hollingshead Co., whose Lola Climax was the best in its class in Canada last year, has purchased PETER RYAN's Lotus 19, and FRANCIS BRADLEY will be the pilot. Ryan is Europe bound as a member of the Lotus Formula Junior factory team.

Ice racing and rallies are the main Canadian occupations at present, with both car and motorcycle events in the former category. The frozen lakes make ideal courses for the four-wheel types, while the arenas are in service for the main motorcycle events. Both Montreal and Quebec City have big week long winter carnivals, and both are featuring motorcycle ice racing. Montreal goes in January; Quebec, which had 15,000 paid at their last year's ice race, runs in February.

The Intl. Canadian Winter Rally, the British Empire Motor Club's annual event, has an entry of 180 cars ready for the Feb. 8-9-10 grind. A much larger than usual proportion of USA residents has signed on, giving a warning of close competition between them and the Canadian and British entries.

The Comstock racing team is undergoing considerable change and the Crovette-Sadlers are reportedly to be disposed of. One has already been sold to PETER BROKER of Montreal. Rumours of a front-engined car of special design are leaking out and also that FRED HAYES is to drive for Comstock. Fred is one of Canada's most experienced drivers, having started

## Car Show Attracts Gleaming Ford Entry

The "Orange Crate," recently judged the most beautiful competition car in the US, will be among the many cars featured at the Winter Nationals Rod & Custom Car Show set for the Great Western Exhibit Center in Los Angeles, Feb. 1-4.

Owned by Bob Tindle of Portland, Ore., the car is a radically customized 1932 Ford sedan, gleaming with chrome from stem to stern. It is powered by a husky 417-cubic inch Oldsmobile engine, fed by fuel injection and a Potvin supercharger. It is capable of covering the quarter mile in just over 10 seconds and attains speeds of more than 130mph.

## Pat Pigott Named to Northwest Board

SEATTLE, Jan. 26 --- Robert V. Yeakel, new RE of the Northwest region of SCCA, has appointed Pat Pigott to fill out the former's unexpired term as a member of the board of directors. Pigott is one of the foremost Form. Jr. drivers in the country. "His racing experiences in other regions and his general background and enthusiasm will be a great asset to our club," said Yeakel.

In when sports car racing first came to the airport circuits.

B.P. (British Petroleum) are making moves to take an interest in racing, possibly to sponsor cars, and to make help generally available to the owner/racer. STIRLING MOSS rated a write-up in a week-end picture section, and is reported to have said he has a girl friend who thinks a Lotus is a flower...as long as she doesn't think Lola is a girl, he should be all right.

## Two World 'Cycle Champs at Daytona

DAYTONA BEACH, Jan. 26 --- Daytona Int'l Speedway scored a first in 1961 with the running of the first Int'l motorcycle race ever held in this country, attracting riders and machines from five countries.

Entries received for the second Grand Prix of the US in four categories, Feb. 3-4, indicate another first for Bill France's mammoth plant -- the appearance of two recognized world champions. They are Tom Phillis of Australia (125 cc) and Mike Hailwood of Oxford, England. (250cc).

Both stars rode Honda racing machines and their wins brought the Manufacturer's Championship in both classes to the Japanese company.

## Title Drag Races at Pomona Feb. 9-11

Entries for the 2nd annual International Championship Drag Races continued to pour into National Hot Rod Assn. headquarters last week, and the number is rapidly approaching the 300 mark.

Slated for the Los Angeles County Fairgrounds at Pomona, Feb. 9, 10, and 11, the annual meet has attracted top cars and drivers from more than 30 states. The three-day event is recognized as one of the leading contests in drag only to the NHRA National Drags which are held each September at Indianapolis.

## INDOOR MIDGETS

The first indoor midget racing card in Los Angeles history will be staged Friday night, Feb. 2, at the El Monte American Legion Stadium, racing director Johnnie Parsons announces.

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## RANDOM RALLY NOTES . . .

By GENE KIGGINS

Whatever happened to the nice rallymasters who stated in the route sheet if, and how many, cars were passed while measuring the odo check?

Novices--If you are forced to change lanes on the odo check, stay in that lane as long as the road is reasonably straight. If the odo check is not freeway, and you must change lanes, to pass, cut the next LEFT-hander short, then get in the right lane.

For Binary Navigators--If your hour/corrected falls between a couple of hard-to-find marks, read down the hair line. It will hit something easy to find on the inner scales.

The adjustment on a Stevens, once set, will give immediate and continuous conversion for instructions such as "1.72 miles later, turn left."

Note to Semanticists and Grammarians--Isn't the generic term "rally-ist"? There's enough strange things on rallies these days, so please, men, no more "ralliest."

While miles x 60/rate mph equals true rally time so does miles x corrected hour/rate mph.

And it is sometimes faster to multiply by the reciprocal of the rate (second inner scale).

\$0.01 for an explanation of why this gadget is called "Binary." \$0.01 for an explanation of "Westward No!"

What would YOU do if the instruction said "add one mile at each stop sign"?

What would YOU do if the instruction said "at stop sign, reduce speed 110%"? (You had better be right on this, or incur the wrath of the multitudes).

For most rally purposes, but not all, a "reduce speed 2-1/2%" is the same as increasing time 2-1/2% and V.V.

If your navigator is prone to drop a minute, get him off of elapsed time onto continuous time of day. More better.

Those who have acceptable tires are rid of that problem on championships, but are in for surprises on carefully-measured rallies, when the rallymaster is purposely equipped with All-States, or Fulda, or Mohawk.

It is not a sin to not know how to handle this tire bit, but it is so easy to find out how to do it. Just ask anyone. More later for those with Dunlops, Michelins, etc.

The faster you drive, the less miles you show, and the difference in miles, converted to time, for the number of minutes you exceed the rally speed, will be your time error for that speed change, even if you do everything else right for once.

This accounts for the phenomena of getting real late, then going like hell for 30 minutes or so, and discovering that you are two minutes early at the next checkpoint. Of course you don't discover this until you see the true times, erroneous as they may be, at the finish.

The DIFFERENCE in miles at the odo check, divided by YOUR miles, give miles-per-mile difference for the distance, which is the most useless information I can pass on at this time.

### America's Drag Kings Compete at Riverside

American drag racing's three biggest names -- Don Garlits, Chris Karamesines and Art Malone -- will face the challenge of the West Coast's leading dragsters Saturday and Sunday, Feb. 17-18, at Riverside Raceway.

The event is the first East vs. West championship and the man who will be under the heaviest fire will be Garlits of Tampa, Fla., the world's record holder.

Garlits, driving his Swamp Rat III, established an official world mark for drag racing of 189.46 mph with an elapsed time of 8.23 seconds for the quarter mile.

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## SLALOM COLUMN

By DENNIS MCCOSH

Trophy awards for the SCCSCC Slalom and Rally Championships will take place Jan. 27 at the Redwood Restaurant, 234 W. First St., Los Angeles. The \$4 per person fee includes dinner.

Slalom awards will be presented to the following:

MEN'S SPORTS	MEN'S SEDANS
1. M. Doherty	1. L. Kelso
2. B. Barmore	2. B. Cunningham
3. W. McMillan	3. D. Bowen
4. F. Riddle	4. J. Whiteside
5. L. Clower	5. W. Morville
6. D. Dow	<b>WOMEN'S SPORTS</b>
7. H. Hartung	1. B. Huston
8. L. Miller	2. B. Reed
9. C. Lamoreaux	3. M. Waters
10. J. Heltsley	4. J. Clower
<b>MODIFIED</b>	<b>WOMEN'S SEDANS</b>
1. D. Lehman	1. T. Kelso
2. L. Sherwin	

The last SCCSCC meeting was election night and the following were selected to lead the Council this year:

Wayne Brown, chairman; Bob Craik, vice-chairman; and Dick Coulter, C.K. Enoch, Gene Martin, Dennis Mc Cosh, Clyde Thigpen, all advisory board.

Looks like a good year for SCCSCC if we can come up with equally good choices to head the various committees--rally chairman, slalom chairman, non-navigational rally chairman, calendar chairman and probably the most critical, public relations chairman.

Also at the last Council meeting, the completed revisions to the Slalom Code were presented by the Slalom Committee. Some of the major changes are:

4.00, Added requirement that a second timing device be used for checking primary set up.

5.00, Pylon penalty reduced from 12 to 10 seconds.

6.03.01, Added definition of a modified car.

6.03.01.00, Must have same engine.

6.03.01.01, Engine must have same general outside appearance.

6.03.01.02, "Combustion chamber volume, bore, stroke, and valve head diameter must be within listed factory limits."

7.01, Slalom Committee is now final authority on slalom matters (to agree with Council by-laws).

9.03, Method of scoring points reverts to 1960 method--top half of the class gets points.

9.06, Women placed in equivalent men's class for determining points only.

10.00, Rating system is dropped.

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## FRA Dinner-Dance Honors Hill, Gurney and Ginther

Phil Hill, 1961 world's road racing (F1) champion, and two other So. Calif. Grand Prix pilots, Dan Gurney and Richie Ginther, will be honored at a dinner-dance to be staged by the Formula Racing Assn., Friday, Mar. 2, at a site to be announced later. This will be an annual event, according to Bob Blandin, FRA president.

Also at this time will be the premiere showing before a local racing audience of Bruce Kessler's sensational film color short up for an Academy Award, THE SOUND OF SPEED. Awards to the three drivers will be made by SPORTS CAR GRAPHIC magazine.

Tickets are \$10, and are available at Liberty Ticket Agencies; Auto-books, 2900 Magnolia, Burbank, or by writing FRA, P.O. Box 748, Burbank, Calif.

## Vignettes

Continued from page 3

peasants calling up about the Jan. 20-21 Palm Springs races, which DID NOT come off; this also got into print in some of the Snapper-Wrappers....Road racing shows will have to improve if they expect the public to respond. There's too much around here attracting the sports \$. Last week, on the heels of the el foldo of the LA Examiner and the Mirror, two teams bit the dust--the LA Toros of the Natl Bowling League & the LA Jets of the American Basketball League....FRANK ALTEN, who has the MOTOR CLASSICS radio program, plans to start a sheet patterned after NATL SPEED SPORT NEWS. Good luck, Frank, but we reminded him that since we have been operating, at least 20 Snapper-Wrappers (incl. mags) have folded. Recently, two chaps came out with a bladder in the Valley, big splash that it was to be a WEEKLY, etc. It never came out again. Up in SF, a coterie of clowns have been popping off for almost two years that they're coming out with a Snapper-Wrapper. They wear badges with the name of the SW, get press and photo passes for all the No. Calif. races. The blat has yet to come out. They're not so dumb....MERRILL (MICKEY) LOWELL plans to meet soon with SR. GILBERTO VALENZUELA, Mexico's director of public works, regarding the Formula 1 Grand Prix planned for the Autodrome in Mexico City next November. It is hoped to make it an Intl event (but not for championship points). This is the one that fell through last year. We know the jerks that gave Mickey the harpoon. The other day, SR. FRANCISCO VALENCIA R., sports editor of Mexico City's AUTO NOTICIAS, gave Lowell a terrific plug for his tremendous efforts to get the race staged last fall. Valencia told how Lowell at least got to work on the project while other Mexican jesters and habladores did nothing but talk, slip the javelin into Lowell and then moved in to try and take over the race (presumably for 1962) and all the credit....

NOTEBOOK JOTTINGS---Like many others, DICK LEVINSON, the energetic Las Vegas sports car buff, observes: "The LA chapter of the new US Sports Car Club (USAC, ex-LA SCCA) is letting SCCA drivers compete in their races. But is the Cal Club region of SCCA (ex-CSCC) going to stop drivers from entering USSCC races?"....Driver RAY PICKERING has moved to Lawrence, Kans....ART SNYDER, who sold his Lola, has picked up a sleek new Mk. VI Elva (rear-engined Coventry Climax engine), which was flown in from England the other day. A car to watch in class G modified, it is the only one on the West Coast, according to DICK RYDELL of Autosport in Redondo Beach. Dick, who is Coast distributor for Elva and also a Morgan dealer, feels there is going to be a big demand for Elvas....GUY RICHARDSON of Banning reports GEORGE DUNCAN has a ride for Le Mans next June. Says he remembers the latter when he belonged to the Thunderbird Foreign Car Club in Pomona and raced a "scruffy old XK120." Richardson's latest project is putting a blown Formula Jr.-type Sprite engine in a Lotus VII. "Then," he adds, "I'm gonna look for the chrome-wheel Iskenderian-equipped' Corvette crowd. Hooha! I drink the same stuff WRC Shedenhelm does."....DENIS EVANS, noted as a driver in England some years ago and one of the few true gentlemen remaining on the landscape, came home smiling the other day after being pinched for making a U-turn. "I have no complaint," he recounted. "The officer addressed me as sir." Denis is the husband of our ANNE EVANS....

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## FANGIO BOOK

Continued from page 4

Many things happened to Fangio's Ferrari. He had won the title three times, yet was not "captain" of the team. Now get this. Wrote Giambertone: "I freely admit that, from a commercial point of view, a British driver's victory could augment Ferrari sales in English-speaking countries and that an Argentine driver's victory could not produce sales in Argentina, which prohibited the import of foreign cars."

On the Ferrari team that year was one Englishman, the late Peter Collins, and two Italians, the late Luigi Musso and the late Eugenio Castellotti.

He beefed to Ferrari that Fangio resented the treatment he was receiving. Then he met Enzo. Then he requested, and obtained, "a personal mechanic who would be attached to Fangio during the races, a mechanic who, alone, would have the right to touch Juan's car and, alone, would be responsible for it."

---GUS V. VIGNOLLE.  
(To Be Continued)

## Daytona

Continued from page 1

From the ranks of the world championship Grand Prix circuit will come such outstanding stars as Phil Hill of Santa Monica, Calif., the first American to ever win the world championship, driving a Ferrari; Bruce McLaren of New Zealand, winner of the Watkins Glen Grand Prix, with a Jaguar XKE; Stirling Moss of England, one of the top world stars of recent years, driving a brand new 1962 Ferrari; Graham Hill, another British star, with a Ferrari Berlinetta entered by Scuderia Sernissima of Modena, Italy; the Rodriguez brothers, Pedro and Ricardo, of Mexico City, with another Ferrari, and Dan Gurney of Costa Mesa, Calif., winner of the recent Nassau feature, with a Lotus.

Mix up a little touch of NASCAR glamor with the entrance of such stars as Glenn (Fireball) Roberts of Daytona Beach, Joe Weatherly of Norfolk, Va. and Marvin Panch, another Daytona star and winner of the "Daytona 500" last year, for added flavor. Roberts will likely drive a Maserati, entered as a team car for Graham Hill. Weatherly will try his luck with a Lister Corvette and Panch will try his luck with a 1962 GT Corvette being set up by Red Vogt of stock car racing fame.

Added to these ranks will be an array of the top SCCA drivers such as Bob Holbert of Warrington, Pa., with a Porsche, and Dr. Richard Thompson of Washington, D.C., with a GT Corvette.

## Plugs and Points

Continued from page 4

HILL, two local Corvette chauffeurs, had had plans of taking a 'vette to Sebring, but they've been cancelled.

Over at Western Speedway for the super modified races recently, a real saga unfolded. People gave their money away.

"Come on fans," the track announcer roared over the p.a. system, "who'll be the first to donate some money to the main event purse? Who wants to put a dollar or so on the first lap of the main event. Hurry up, now!"

"Here, here--here's \$5 for the first lap," someone came running to the announcer's box with a bill clutched in his hand.

"Fine! Now, you sitting over there in the red shirt, how about putting up some money?" Red shirt complied. Then someone else came darting forth, reaching for his wallet. And someone else. This continued till the entire 40-lap event was covered. People couldn't give loot away fast enough.

What an angle. Sounds like it might be OK for a sports car race.

NOTES--San Francisco's BILL HINSHAW is to get a new rear-engined Elva....Northerner DAN HERMAN bought the 2-liter Birdcage Maser that WALT HANSEN burned the bearings out of at Laguna Seca qualifying for the Pacific Grand Prix....CHARLIE WEBER'S new set of wheels is worth a look: it's an Innocenti, an all-steel Italian-built body on an AH Sprite, designed by GHIA in Italy--he picked the car up while he was in Italy with his wife, MARION, and reports it is a little heavier than a normal Sprite, although it develops 50 hp; a real good-looking rig....DAVE MACDONALD took his Corvette Spl. to Riverside a couple a weeks ago to a half mile drag meet. What happened was sensational, but not surprising. DAVE turned 139mph in the half, despite being banged by heavy winds. That speed was good enough for a crack at the top eliminator title, but he came off second best in that run. Dave says the engine of his JIM SIMPSON-backed car is basically stock. He wants to try and break JIM HALL'S 180mph Riverside backstraight record and feels the car'll go 185; but they asked, is he going to wear a parachute when he attempts the run?...

## Cal Club Picks New Slate, Makes Awards

The Calif. Sports Car Club region of SCCA holds its 1962 election of officers and makes 1961 Championship Points awards at a general membership meeting, Fri., Feb. 2, at the Interlude Room, 8572 Sunset Strip, Hollywood, (upstairs of the Crescendo). Time: 8 p.m. The bar will be open, with dancing after the meeting.

## LETTERS

Continued from page 2

### OTUMBA BLOWS UP

Honest, Gus, is that caption saying what I think it says--on cover Jan. 5 issue: "Burning car from PREVIOUS race?"--What kind of #@!?!%& race officials run Nassau?--I expect turn personnel bring marshmallows instead of extinguishers--

MANUEL OTUMBA  
Oakland, Calif.

### JUST A LITTLE RAIN

See from your Dec. 8 - 15 issue that you weren't lacking for Nassau coverage. I must say that skipping your annual pneumonia is a rather uncricket reason for staying away from Speed Weeks! Honest, Gus, it only rained a little bit. Just because everyone was ordering rain tyres...but none of the cock-tail parties got postponed so you can see things weren't too bad!...

Oh, and Happy Hanukkah to you, too!

LISA HENRY  
New York City

### HARRISON SIDELINED

SCCA Champ Pete Harrison of 922 Lullwater Road, Atlanta, Ga., has run into a heap of bad luck. An X-ray showed a broken bone in Pete's left ankle. Pete fell during an ice storm last week and will be absent on the starting line at Daytona the 29th. Pete says, "I heal quick, but not that quick."

ROBERT E. PATRICK  
Atlanta 3, Ga.

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4 Volvo	1693	744	949
5 English Ford	1686	849	837
6 Austin-Healey	1509	700	809
7 MG	1500	523	977
8 Fiat	1439	447	992
9 Borgward	1037	429	608
10 Morris	999	378	621
11 Triumph	996	444	552
12 Metropolitan	955	397	558
13 Mercedes Benz	896	310	586
14 NSU	590	196	394
15 Simca	590	201	389
16 Sunbeam	583	163	420
17 Peugeot	558	184	374
18 Jaguar	549	214	335
19 Opel	481	155	326
20 Porsche	460	173	285
21 Austin	400	168	232
22 BMW	276	94	182
23 Alfa Romeo	272	109	163
24 DKW	258	102	156
25 Citroen	186	72	114
26 Singer	165	46	119
27 Vauxhall	155	86	69
28 Hansa	139	76	63
29 Datsun	134	52	82
30 Vespa	106	3	103
31 Rover	83	57	26
32 Toyopet	81	36	45
33 Lloyd	78	7	71
34 Panhard	70	20	50
35 Humber	67	11	56
36 Auto Union	62	16	46
37 Lancia	38	12	26
38 Skoda	38	3	35
39 Skorpion	36	2	34
40 Rolls Royce	35	10	25
Misc. (31 or less each)	273	101	172
TOTAL	43122	16759	26363

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Type 61 Birdcage Maserati, Ex-Camoradi team car '66 season. 8 gear changes, fresh engine, spare set of wheels, car in prime and will paint to order: \$7,000. Many other parts and engine available.

1959 Porsche RSK 1600, fresh engine with new crank, 7 gear changes, distance gas tanks--even has a top! Chassis magnafluxed; 10 wheels: \$7,000.

1959 Maserati, 2.5 liter, 5-speed synchro transmission, DeDion rear-end, 3 gear changes, Nassau '61 on engine, spare set of wheels: \$5,000.

Ferrari Testa Rosa engine, 12 cylinder, 3.0 liter - Maserati tipo '61 Birdcage engine, 4 cylinder

Either of the two engines are available assembled or disassembled and will stand magnaflux examination.

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J.C. Kilburn  
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V-8 Stick. Brand new.

Fully equipped. Radio & heater, whitewalls. Priced LOW, LOW, at \$2399. Krell Buick, 1095 E. Colorado, Pasadena, Cal.

MU 1-0902

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Completely overhauled. Plastic top, good tires, new paint. P. Pty. (L.A. area) VI 9-3804

## '61 LOTUS ELITE

Stage 2 engine.

Perfect condition

GR 2-3628 (L.A.)

LOTUS '60 ELITE COUPE  
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Ex-Ken Miles car. Extra Ring and Pinion, tires & Wheels. 1958 Sebring car.  
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## LOTUS 20 FORMULA JR.

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PO 6-8067

## 1962 LOTUS F-Jr.

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